


241234  
2012-370T

	<b>USDOT#</b> 2198793		<b>Legal:</b> PEE DEE COMMUNITY FELLOWSHIP CHURCH	
	<b>Operating (DBA):</b>			
<b>MC/MX #:</b>		<b>Id #:</b>	<b>Federal Tax ID:</b>	
<b>Review Type:</b> Safety Audit – New Entrant		<b>Location of Review/Audit:</b> Company Facility in the U.S.		
<b>Scope:</b> Entire Operation		<b>Territory:</b> F		
<b>Operation Types</b>		<b>Interstate</b>	<b>Intrastate</b>	
<b>Carrier:</b>	N/A	Non-HM		
<b>Shipper:</b>	N/A	N/A		
<b>Cargo Tank:</b>	N/A			
<b>Business:</b> Individual		<b>Gross Revenue:</b> \$150000		
		<b>for year ending:</b> 12/31/2011		
<b>Company Physical Address:</b>				
1110 SOUTH IRBY STREET FLORENCE, SC 29506, UNITED STATES				
<b>Contact Name:</b> BRYAN CHAMPMAN				
<b>Phone numbers:</b> (1) 8432501108		(2)	<b>Fax:</b> 8436799747	
<b>E-Mail Address:</b>				
<b>Company Mailing Address:</b>				
PO BOX 12256 FLORENCE, SC 29504, UNITED STATES				
<b>Carrier Classification</b>				
Other				
<b>Cargo Classification</b>				
Passengers				
<b>Does carrier transport placardable quantities of HM?</b> No				
<b>Is an HM Permit required?</b> No				
<b>Driver Information</b>				
	<b>Inter</b>	<b>Intra</b>	<b>Average trip leased drivers/month:</b> 0	
<b>&lt; 100 Miles:</b>	0	6	<b>Total Drivers:</b> 6	
<b>&gt;= 100 Miles:</b>	0	0	<b>CDL Drivers:</b> 6	
<b>Equipment</b>				
	<b>Owned</b>	<b>Term Leased</b>	<b>Trip Leased</b>	
School Bus, 9-15	1	0	0	School Bus, 16+
	3	0	0	
<b>Power units used in the U.S.:</b>		4		
<b>Percentage of time used in the U.S.:</b>		100		

MAIL/DMS





PEE DEE COMMUNITY FELLOWSHIP CHURCH  
USDOT#: 2198793

Review Date:  
12/17/2012

### Part A

QUESTIONS regarding this report or the Federal Motor Carrier Safety or  
Hazardous Materials rules may be addressed to the Office of Motor Carriers at:  
South Carolina State Transport Police / Motor Carrier Compliance Unit  
10311 Wilson Blvd. / P.O. Box 1993, Blythewood, SC 29016  
Phone: 803-896-5500 / Fax: 803-896-5528

**This SAFETY AUDIT will be used to assess your safety compliance.**

**Person(s) Interviewed:**

**Name:** BRYAN CJAMPMAN

**Title:** OWNER



**Part B - Questions and Answers**

An asterisk (\*) beside an answer indicates an area of non-compliance by the motor carrier, and negatively affects the results of the audit.

<b>Question</b> General # 1 Section # 387.7(a) Acute Does the carrier have the required minimum level of financial responsibility in effect (property carrier)?	<b>Answer</b> N/A
<b>Comments</b>	
<b>Question</b> General # 2 Section # 387.7(d) Critical Does the carrier have required proof of financial responsibility (property carrier)?	<b>Answer</b> N/A
<b>Comments</b>	
<b>Question</b> General # 3 Section # 387.31(a) Acute Does the carrier have the required minimum level of financial responsibility in effect (passenger carrier)?	<b>Answer</b> N/A
<b>Comments</b>	
<b>Question</b> General # 4 Section # 387.31(d) Critical Does the carrier have required proof of financial responsibility (passenger carrier)?	<b>Answer</b> N/A
<b>Comments</b>	
<b>Question</b> General # 5 Section # 13901 (392.9a(a)(1)) Is the motor carrier authorized to conduct interstate operations in the United States?	<b>Answer</b> N/A
<b>Comments</b>	
<b>Question</b> General # 6 Section # 390.15(b)(1) Can the carrier provide a complete accident register of recordable accidents?	<b>Answer</b> Yes
<b>Comments</b>	
<b>Question</b> General # 7 Section # 390.15(b)(2) Critical Does the carrier have copies of all accident reports required by States or other government entities or insurers?	<b>Answer</b> Yes
<b>Comments</b>	
<b>Question</b> General # 8 Section # 390.3(e) Is the carrier knowledgeable of the FMCSRs/HMRs?	<b>Answer</b> Yes
<b>Comments</b>	



<b>Question</b> General # 9 Section # 390.21	<b>Answer</b>
Does the carrier know the commercial motor vehicles marking requirements?	Yes
<b>Comments</b>	
<b>Question</b> Driver # 1 Section # 391.51(a) Critical	<b>Answer</b>
Does the carrier maintain complete driver qualification files?	No *
<b>Comments</b>	
Carrier missing some required documents	
<b>Question</b> Driver # 2 Section # 391.11(b)(4) Acute	<b>Answer</b>
Is the carrier using physically qualified drivers?	Yes
<b>Comments</b>	
<b>Question</b> Driver # 3 Section # 391.45(a), 391.45(b) Critical	<b>Answer</b>
Does available evidence indicate the motor carrier has used a driver without a medical certificate or with an expired medical certificate?	No
<b>Comments</b>	
<b>Question</b> Driver # 4 Section # 391.15(a) Acute	<b>Answer</b>
Is the carrier using any disqualified drivers?	No
<b>Comments</b>	
<b>Question</b> Driver # 5 Section # 391.51(b)(2) Critical	<b>Answer</b>
Does the carrier maintain driving inquiry data in driver qualification files?	Yes
<b>Comments</b>	
<b>Question</b> Driver # 6 Section # 382.115(a), 382.115(b) Acute	<b>Answer</b>
Has the carrier implemented an alcohol and/or controlled substances testing program?	Yes
<b>Comments</b>	
<b>Question</b> Driver # 7 Section # 382.213(b) Acute	<b>Answer</b>
Has the carrier used drivers who have used controlled substances?	No
<b>Comments</b>	
<b>Question</b> Driver # 8 Section # 382.215 Acute	<b>Answer</b>
Has the carrier used a driver who has tested positive for a controlled substance?	No
<b>Comments</b>	



<b>Question</b> Driver # 9 Section # 382.201 Acute Has the carrier used a driver known to have an alcohol concentration of 0.04 or greater?	<b>Answer</b> No
<b>Comments</b>	
<b>Question</b> Driver # 10 Section # 382.505(a) Acute Has the carrier used a driver found to have an alcohol concentration of .02 or greater but less than .04 within 24 hours of being tested?	<b>Answer</b> No
<b>Comments</b>	
<b>Question</b> Driver # 11 Section # 382.301(a) Critical Has the carrier ensured that drivers have undergone testing for controlled substances prior to performing a safety sensitive function?	<b>Answer</b> Yes
<b>Comments</b>	
<b>Question</b> Driver # 12 Section # 382.303(a) Critical Has the carrier conducted post accident testing on drivers for alcohol?	<b>Answer</b> Yes
<b>Comments</b>	
<b>Question</b> Driver # 13 Section # 382.303(b) Critical Has the carrier conducted post accident testing on drivers for controlled substances?	<b>Answer</b> Yes
<b>Comments</b>	
<b>Question</b> Driver # 14 Section # 382.305 Acute Has the carrier implemented random testing program?	<b>Answer</b> Yes
<b>Comments</b>	
<b>Question</b> Driver # 15 Section # 382.305(b)(1) Critical Has the carrier conducted random alcohol testing at an annual rate of not less than the applicable annual rate or prorated rate of the average number of driver positions?	<b>Answer</b> Yes
<b>Comments</b>	
<b>Question</b> Driver # 16 Section # 382.305(b)(2) Critical Has the carrier conducted controlled substance testing at the applicable prorated rate of not less than the applicable annual rate of the average number of driver positions?	<b>Answer</b> Yes
<b>Comments</b>	
<b>Question</b> Driver # 17 Section # 40.305(a) Has the carrier conducted the required return-to-duty tests on employees returning to safety-sensitive functions?	<b>Answer</b> Yes
<b>Comments</b>	

<b>Question</b> Driver # 18 Section # 40.309(a) Is the carrier conducting follow-up testing as directed by the Substance Abuse Professional?	<b>Answer</b> Yes
<b>Comments</b>	
<b>Question</b> Driver # 19 Section # 382.211 Acute Has the carrier used a driver who has refused to submit to an alcohol or controlled substances test required under Part 382?	<b>Answer</b> No
<b>Comments</b>	
<b>Question</b> Driver # 20 Section # 382.503 Critical Has the carrier used a Substance Abuse Professional as required by 49 CFR Part 40 Subpart O?	<b>Answer</b> Yes
<b>Comments</b>	
<b>Question</b> Driver # 21 Section # 383.23(a) Critical Has a driver operated a commercial motor vehicle without a current operating license, or a license, which hasn't been properly classed and endorsed?	<b>Answer</b> No
<b>Comments</b>	
<b>Question</b> Driver # 22 Section # 383.37(a) Acute Has the motor carrier knowingly allowed it's drivers who's CDLs have been suspended, revoked or canceled by a state, have lost the right to operate a CMV in a State, or have been disqualified from operating a CMV to operate a commercial motor vehicle?	<b>Answer</b> No
<b>Comments</b>	
<b>Question</b> Driver # 23 Section # 383.51(a) Acute Has the motor carrier knowingly allowed, required, permitted, or authorized a driver to drive who is disqualified to drive a commercial motor vehicle?	<b>Answer</b> No
<b>Comments</b>	
<b>Question</b> Operations # 1 Section # 395.1(e)(1), 395.1(e)(2) Does the carrier have a system for recording hours of duty status on 100/150- mile radius drivers, and are they properly utilizing the 100/150 air-mile radius exemption?	<b>Answer</b> Yes
<b>Comments</b>	
<b>Question</b> Operations # 2 Section # 395.8(a) Critical Does the carrier require drivers to make a record of duty status?	<b>Answer</b> Yes
<b>Comments</b>	
<b>Question</b> Operations # 3 Section # 395.8(i) Critical Does the carrier require drivers to submit records of duty status within 13 days?	<b>Answer</b> Yes
<b>Comments</b>	



<b>Question</b> Operations # 4 Section # 395.8(k)(1) Critical Can the carrier produce records of duty status and supporting documents for selected drivers?	<b>Answer</b> Yes
<b>Comments</b>	
<b>Question</b> Operations # 5 Section # 395.3(a)(1) Critical Has the carrier allowed driver(s) to exceed the 11-hour rule? (Property)	<b>Answer</b> N/A
<b>Comments</b>	
<b>Question</b> Operations # 6 Section # 395.3(a)(2) Critical Has the carrier allowed driver(s) to exceed the 14-hour rule? (Property)	<b>Answer</b> N/A
<b>Comments</b>	
<b>Question</b> Operations # 7 Section # 395.3(b)(1) Critical Has the carrier allowed driver(s) to drive after having been on duty more than 60 hours in 7 consecutive days? (Property)	<b>Answer</b> N/A
<b>Comments</b>	
<b>Question</b> Operations # 8 Section # 395.3(b)(2) Critical Has the carrier allowed driver(s) to drive after having been on duty more than 70 hours in 8 consecutive days? (Property)	<b>Answer</b> N/A
<b>Comments</b>	
<b>Question</b> Operations # 9 Section # 395.5(a)(1) Critical Has the carrier allowed driver(s) to exceed the 10 hour rule? (Passenger)	<b>Answer</b> No
<b>Comments</b>	
<b>Question</b> Operations # 10 Section # 395.5(a)(2) Critical Has the carrier allowed driver(s) to exceed the 15 hour rule? (Passenger)	<b>Answer</b> No
<b>Comments</b>	
<b>Question</b> Operations # 11 Section # 395.5(b)(1) Critical Has the carrier allowed driver(s) to drive after having been on duty more than 60 hours in 7 consecutive days? (Passenger)	<b>Answer</b> No
<b>Comments</b>	
<b>Question</b> Operations # 12 Section # 395.5(b)(2) Critical Has the carrier allowed driver(s) to drive after having been on duty more than 70 hours in 8 consecutive days? (Passenger)	<b>Answer</b> No
<b>Comments</b>	



<b>Question</b> Operations # 13 Section # 395.8(e) Critical	<b>Answer</b>
Does available evidence indicate a selected driver has prepared a false record of duty status?	No
<b>Comments</b>	
<b>Question</b> Operations # 14 Section # 392.2 Critical	<b>Answer</b>
Does the motor carrier ensure that drivers operate commercial motor vehicles in accordance with the laws, ordinances, and regulations of the jurisdictions in which they are operating?	Yes
<b>Comments</b>	
<b>Question</b> Operations # 15 Section # 392.9(a)(1) Critical	<b>Answer</b>
Does the carrier ensure that drivers are not permitted to drive a vehicle without the cargo properly distributed and adequately secured?	N/A
<b>Comments</b>	
<b>Question</b> Operations # 16 Section # 392.4(b) Acute	<b>Answer</b>
Have any drivers operated a commercial motor vehicle while under the influence of, or in possession of, narcotic drugs, amphetamines, or any other substances capable of rendering the drivers incapable of safely operating motor vehicles?	No
<b>Comments</b>	
<b>Question</b> Operations # 17 Section # 392.5(b)(1) Acute	<b>Answer</b>
Have any drivers operated a commercial motor vehicle while under the influence of, or in possession of, intoxicating beverages?	No
<b>Comments</b>	
<b>Question</b> Operations # 18 Section # 392.5(b)(2) Acute	<b>Answer</b>
Have any drivers operated a commercial motor vehicle within 4 hours of having consumed intoxicating beverages?	No
<b>Comments</b>	
<b>Question</b> Maintenance # 1 Section # 396.3(b) Critical	<b>Answer</b>
Can the carrier produce maintenance files for requested vehicle(s)?	Yes
<b>Comments</b>	
<b>Question</b> Maintenance # 2 Section # 396.17(a) Critical	<b>Answer</b>
Can the motor carrier produce evidence of periodic (annual) inspections for selected vehicles?	Yes
<b>Comments</b>	
<b>Question</b> Maintenance # 3 Section # 396.11(a) Critical	<b>Answer</b>
Does the motor carrier require drivers to complete vehicle inspection reports daily?	No *
<b>Comments</b>	
Carrier now have system in place to conduct DVIR.	



<b>Question</b> Maintenance # 4 Section # 396.11(c) Acute	<b>Answer</b>
Does the carrier ensure that out-of-service defects listed by the driver in the driver vehicle inspection reports are corrected before the vehicle is operated again?	Yes
<b>Comments</b>	
<b>Question</b> Maintenance # 5 Section # 396.9(c)(2) Acute	<b>Answer</b>
Does the carrier ensure vehicles that have been declared "out-of-service" do not operate before repairs have been made?	Yes
<b>Comments</b>	
<b>Question</b> Maintenance # 6 Section # 396.19	<b>Answer</b>
Is the carrier using qualified inspectors (mechanic) and maintaining evidence of the inspector's qualifications?	Yes
<b>Comments</b>	
<b>Question</b> Maintenance # 7 Section # 396.3	<b>Answer</b>
Can the carrier explain its systematic, periodic maintenance program?	Yes
<b>Comments</b>	
<b>Question</b> Other # 1 Section # 375.211	<b>Answer</b>
Does the carrier participate in an Arbitration Program?	N/A
<b>Comments</b>	
<b>Question</b> Other # 2 Section # 13702	<b>Answer</b>
Does the carrier assess shipper freight charges based upon published tariffs?	N/A
<b>Comments</b>	
<b>Question</b> Other # 3 Section # 375.401(c)	<b>Answer</b>
Does the carrier provide reasonably accurate estimates of moving charges?	N/A
<b>Comments</b>	
<b>Question</b> Other # 4 Section # 375.407(a), 375.703(b)	<b>Answer</b>
Has the carrier avoided "hostage freight" or other predatory practices?	N/A
<b>Comments</b>	
<b>Question</b> Other # 5 Section # 387.301(a), 387.301(b)	<b>Answer</b>
Does the HHG carrier have sufficient levels of public liability and cargo insurance?	N/A
<b>Comments</b>	

<b>Question</b> Other # 6 Section # 375.215	<b>Answer</b>
Does the carrier have a published tariff and is the motor carrier changing the applicable rate (375.215).	N/A
<b>Comments</b>	
<b>Question</b> Other # 7 Section # 375.213	<b>Answer</b>
Can the motor carrier identify the five documents required to be given to a prospective individual shipper prior to executing an order for service?	N/A
<b>Comments</b>	
<b>Question</b> Other # 8 Section # 37 subpart H	<b>Answer</b>
Does the carrier have the means to provide accessible over-the-road bus (OTRB) service on a 48-hour advance notice basis by its owned or leased OTRBs?	N/A
<b>Comments</b>	
<b>Question</b> Other # 9 Section # 37 subpart H	<b>Answer</b>
If the carrier does not have the means then does the carrier have an arrangement with another carrier that operates accessible OTRBs?	N/A
<b>Comments</b>	

Note: No Hazardous Materials questions were asked because the carrier does not carry Hazardous Materials in Interstate Commerce.

## Part B

Your Proposed Safety Audit Result is: **PASS**

### Explanation of Scoring Methodology

Factor	Failed Questions		Performance Test Status	Total Points	Factor Status
	Critical	Acute			
1. General	0	0	—	0	PASS
2. Driver	1	0	—	1	PASS
3. Operations	0	0	—	0	PASS
4. Maintenance	1	0	PASS — 0.00 %	1	PASS
5. Hazardous Materials	—	—	—	—	—
6. Accidents	—	—	PASS — 0.00	—	PASS
<b>SUM</b>	<b>2</b>	<b>0</b>		<b>2</b>	<b>PASS</b>

**Result:** Carrier has adequate basic safety management controls in place.

NOTE: Carrier has the right to request a review of this determination if there are factual or procedural disputes.

#### HOW THE SA IS SCORED

**FACTORS** - The Federal Motor Carrier Safety and Federal Hazardous Material Regulations are categorized into six factors. Multiple questions address the various factors. The Part B Question & Answer Report lists the CFR section numbers related to each question.

**CRITICAL/ACUTE** - Questions are also defined as CRITICAL, ACUTE or neither depending on the significance of the underlying regulation. Questions are assigned a point value if they are incorrectly answered. Critical = 1 and Acute = 1.5. The point values are summed for each factor. Any factor with a point value of 3 or more is marked "FAILED".

**OUT OF SERVICE (OOS) RATE** - The Driver/Vehicle OOS rate is used in factor #4 as another question. If there have been more than three level 1, 2, or 5 North American Standard Inspections conducted over the past year, they will be summarized. If the summed OOS rate is over 34%, one additional point is assigned to that factor.

**CRASH FACTOR** - Carriers are defined as urban or non-urban in order to compensate for the higher crash risk of urban operations. Urban carriers are defined as those that operate within a 100 air-mile radius. The crash rate for a carrier is calculated as accidents per million miles traveled. Factor #6 is "FAILED" if the urban carrier crash rate exceeds 1.7 or the non-urban carrier crash rate exceeds 1.5.

**OVERALL STATUS DETERMINATION** - Any carrier with 3 or more "FAILED" factors is deemed to have failed the Safety Audit by having inadequate safety management controls in place to operate in the U.S.





## Part B Requirements and/or Recommendations

1. Obtain a copy of each driver's driving record and review it annually.
2. Drivers may not have Commercial Driver Licenses (CDLs) from more than one state. Ensure that all drivers have only one current CDL that is not under suspension or revocation. Driver CDLs must also match the correct class of vehicle driven and have applicable endorsements for double/triple trailer, passenger, tank vehicle and/or hazardous material operation.
3. Review the circumstances under which a CDL is required. CDL and drug testing rules apply to both interstate and intrastate commerce.
4. Ensure that drivers provide a 10-year employment history on their employment application.
5. Ensure that all drivers are fully and properly qualified before operating in Interstate commerce. Maintain a complete file as required for each driver, documenting the qualification process.
6. Use of radar detectors or similar devices on commercial vehicles is illegal. Do not require or permit drivers to use them. Take appropriate disciplinary action against drivers if they are using such devices.
7. Do not schedule or require drivers to make trips requiring them to exceed posted speed limits in order to complete the run within the hours of service limits.
8. Require all drivers to prepare complete and accurate records of duty status for each day, and to submit them within 13 days. Maintain all duty status records on file, with all supporting documents, for at least 6 months.
9. Ensure that all documents supporting records of duty status (such as toll, fuel repair and other on-the-road expense receipts, as well as invoices, bills of lading, dispatch records, etc.) are kept on file for at least 6 months.
10. New & Intermittently used drivers must provide a signed statement showing their total time on-duty for the seven days preceding any trip. These records must be kept on file for 6-months.
11. Ensure that all drivers' records of duty status (logs) are accurate. Check them against "supporting documents" to verify accuracy. Prohibit falsification of logs by any driver. Review the rules on supporting documents. Take appropriate action against drivers who falsify logs.
12. Establish a systematic maintenance records program for all vehicles. Maintain a complete file for each subject vehicle, recording all repair, maintenance and inspection operations performed.
13. Require all drivers to prepare a written inspection report for each day a vehicle is operated. Ensure that each report is signed by the driver, certified, and reviewed if defects are reported.
14. Keep all driver vehicle inspection reports, signed, certified, and reviewed as required on file for at least 90 days.
15. Periodically review the maintenance and inspection records for all lease vehicles as required by Part 396 of the FMCSR. Keep a record to document these reviews and notify the vehicle owner of any violations detected.
16. Ensure that the persons or entities that perform preventative maintenance inspections on your equipment are abiding by agreed time or mileage intervals. Ensure that records are kept of such periodic preventative maintenance inspections. Take corrective action, if schedules are not being adhered to.
17. Review with your drivers periodically the procedures for doing pre-trip and post-trip inspections. Ensure that safety defects reported by drivers on their Vehicle Inspection Reports (VIR) are repaired before the vehicle is re-dispatched. Require drivers to prepare Vehicle Inspection Reports on a daily basis. Keep them on file for 90 days.
18. This report contains citations of regulations that are deemed serious in nature and could result in penalties against your company and/or your drivers.
19. Ensure that all drivers subject to pre-employment, random, reasonable cause, post accident, return to duty, and/or follow-up controlled substance testing are tested as required by 49 CFR Parts 40 and 382 of the FMCSR.



20. Establish a system to control passenger-carrying drivers' hours of service. Do not dispatch drivers who don't have adequate hours available to complete assigned trips legally. Do not allow drivers to exceed the 10, 15, and 60/70-hour limits.
21. For questions about DOT numbers or biennial updates: 800-832-5660 or 703-280-4001  
For questions about licensing, authority or MC numbers: 202-366-9805  
For questions about insurance: 202-385-2423  
For household goods complaints: 888-DOT-SAFT (888-368-7238)
22. CRASH INDICATOR BASIC PROCESS BREAKDOWN: Roles and Responsibilities

#### DESCRIPTION OF PROCESS BREAKDOWN

#### BASIC SPECIFIC RECOMMENDED REMEDIES

**Implement Safety Improvement Practices:** The following are recommended practices related to Roles and Responsibilities.

- Identify, clearly define, and document roles and responsibilities of drivers and managers with respect to the carrier's policies and procedures on safe driving and the timely reporting of violations and crash involvement.
- Establish roles and responsibilities for managers and experienced drivers for providing oversight and instruction to newer drivers.
- Identify, clearly define, and document role of senior manager(s) responsible for monitoring compliance in accordance with regulatory reporting and company policies and procedures.


#### Seek Out Resources:

- You are encouraged to review your company's record at the following website: [HTTP://AI.FMCSA.DOT.GOV/CSI](http://AI.FMCSA.DOT.GOV/CSI). You will need to use your PIN Number that has been provided by the FMCSA. This website contains helpful safety resources. Please refer to the following resource numbers in the "Guidance" Section of the CSI web page that connects you with the reference materials in this website.

##### o Resource Number:

- Contact industry associations to get resources and ideas on safety improvement practices from other carriers in the industry.
23. **Notice:** A pattern of and/or repeated violations of the same or related acute or critical regulations will cause the maximum penalties allowed by law to be assessed under Section 222 of the Motor Carrier Safety Improvement Act of 1999 (MCSIA). A pattern of violations means two or more violations of acute and/or critical regulations in three or more Parts of Title 49, Code of Federal Regulations discovered during any eligible investigation. Repeated violations means violation(s) of an acute regulation of the same Part of Title 49, Code of Federal Regulations discovered in an investigation after one or more closed enforcement actions within a six year period and/or violation(s) of a critical regulation in the same Part of Title 49, Code of Federal Regulations discovered in an investigation after two or more closed enforcement actions within a six year period.
  24. To better understand your company's responsibilities under the Department of Transportation's Americans with Disabilities Act (ADA) regulations concerning accessibility of over-the-road buses, review the information on the Federal Motor Carrier Safety Administration's Web site at:  
<http://www.fmcsa.dot.gov/rules-regulations/bus/company/ada-guidelines.htm>
  25. Provide pre-trip safety information to motorcoach passengers. For information about the Basic Plan for Motorcoach Passenger Safety Awareness that was published by the Federal Motor Carrier Safety Administration, go to the Agency's Web site at:  
<http://www.fmcsa.dot.gov/about/outreach/bus/bus-safety-awareness-plan.htm>
  26. Conduct periodic internal reviews of your driver qualification, hours of service control, maintenance, accident analysis/reporting, training, and other safety systems to ensure continued compliance with the FMCSR.



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	<b>Operating (DBA):</b>		
<b>MC/MX #:</b>		<b>Id #:</b>	<b>Federal Tax ID:</b> 0
<b>Review Type:</b> Safety Audit - New Entrant - Receipt		<b>Location of Review/Audit:</b> Company Facility in the U.S.	
<b>Scope:</b> Entire Operation		<b>Territory:</b> F	
<b>Operation Types</b>	<b>Interstate</b> <b>Intrastate</b>		
<b>Carrier:</b>	N/A Non-HM	<b>Business:</b> Individual	
<b>Shipper:</b>	N/A N/A	<b>Gross Revenue:</b> \$150000 for year ending: 12/31/2011	
<b>Cargo Tank:</b>	N/A		
<b>Company Physical Address:</b>			
1110 SOUTH IRBY STREET FLORENCE, SC 29508, UNITED STATES			
<b>Contact Name:</b> BRYAN CHAMPMAN			
<b>Phone numbers:</b> (1) 8432501108		(2)	<b>Fax</b> 8436799747
<b>E-Mail Address</b>			
<b>Company Mailing Address:</b>			
PO BOX 12258 FLORENCE, SC 29504, UNITED STATES			
<b>Report Summary</b>			
<b>Report</b>		<b># of Pages</b>	
Part A - General		2	
Part B - Questions & Answers		8	
Part B - Propsed Result		1	
Part B - Recommendations		2	
Audit Receipt Page		1	
<b>Total Pages:</b>		14	
<div style="border: 1px solid black; padding: 5px;"> <p><b>Disclaimer:</b> By signing below, I acknowledge that I have received a copy of this review/audit and agree with the total number of pages indicated (above) for each document. My signature does not imply agreement with the findings of the review/audit, however they have been discussed in detail with me.</p> </div>			
<b>QUESTIONS</b> regarding this report or the Federal Motor Carrier Safety or Hazardous Materials rules may be addressed to the Office of Motor Carriers at:			
South Carolina State Transport Police / Motor Carrier Compliance Unit 10311 Wilson Blvd. / P.O. Box 1993, Blythewood, SC 29016 Phone: 803-896-5500 / Fax: 803-896-5526			
<b>This SAFETY AUDIT will be used to assess your safety compliance.</b>			
<b>Person(s) interviewed:</b>			
<b>Name:</b> BRYAN CHAMPMAN		<b>Title:</b> OWNER	
<b>Reported By:</b>	<b>Title:</b>	<b>Code:</b> SC0009	<b>Date:</b> 12/17/2012
<b>Received By:</b>	<b>Title:</b>		

